



BAY BRIDGE NEWS

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The Newsletter of the San Francisco-Oakland Bay Bridge

VISIT OUR WEBSITE: BAYBRIDGEINFO.ORG

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PREMIER EDITION!



To receive the *Bay Bridge News* electronically, please visit baybridgeinfo.org and click on the e-Newsletter button.

If you would like to be removed from our mailing list, please call (510) 286-7167.



A Message from Bart Ney, Bay Bridge Public Information Officer

Welcome to the first issue of the *Bay Bridge News*! I am pleased to introduce you to this new publication, which is produced by the Bay Bridge Public Information Office at Pier 7 in Oakland. The newsletter will be issued periodically when major milestones occur.

The San Francisco-Oakland Bay Bridge Seismic Safety Retrofit Project represents one of the most ambitious public works efforts in the state's history. These projects are being performed as 280,000 vehicles continue to use the bridge each day.

We hope that this newsletter, also available in an electronic format, will serve as a useful vehicle for learning more about the seismic safety work now under way on the Bay Bridge. We encourage you and your friends, neighbors and co-workers to subscribe to the electronic version of the *Bay Bridge News*, so that you may continue to receive the newsletter on a regular basis, and also get timely e-Alerts with project updates affecting motorists. You can subscribe by visiting baybridgeinfo.org and clicking on the e-Newsletter button.

We are also very excited about the recent debut of our new website, baybridgeinfo.org, which we encourage you to visit. This website, administered by the Bay Bridge Public Information Office, will be the official location for project information, up-to-the-minute road closure and detour information, an extensive photo gallery, and interesting facts about the bridge. It will also be the home of time-lapse and construction videos.

The Bay Bridge Public Information Office has been designed as a communication nexus for anyone interested in the Bay Bridge Seismic Safety Project. The Office is located at 311 Burma Road, near the Port of Oakland. We invite you to stop in and view the photos, models, simulations and other information featuring this historic work. The Office is open Monday through Friday, 8:30 AM to 5:00 PM.

We thank you for your continued patience during this essential work. Ultimately, we will all be served by a safer, more beautiful bridge!

Sincerely,

Bart Ney
Public Information Officer
San Francisco-Oakland Bay Bridge

Arnold Schwarzenegger
Governor

Sunne Wright McPeak
Secretary of Business, Transportation
and Housing Agency

Marian Bergeson
Chair, California Transportation
Commission

Jon Rubin
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John Barna
Executive Director
California Transportation Commission

Steve Heminger
Executive Director,
Bay Area Toll Authority



Early picture of east-bound skyway taking shape

Overview of the Seismic Safety Projects



IN FUTURE ISSUES:

- **Feature articles** about major design and construction work on the Bay Bridge. Learn how designers, engineers and builders are creating this unique span.
- **Profiles** of some of the many people involved in designing, planning, and implementing this essential work.
- **History** of the construction and evolution of the existing bridge.
- **Archeological Research:** Learn about the extensive archaeological work that has been performed and about the discovery of artifacts dating back thousands of years.



Assembly Bill 144

On July 18 2005, Governor Arnold Schwarzenegger signed Assembly Bill 144 into law and thereby created the Toll Bridge Program Oversight Committee (TBPOC) to provide project oversight and project control for the Toll Bridge Seismic Retrofit Program in California.

This first issue of the *Bay Bridge News* provides a brief overview of the Seismic Safety Projects for the entire Bay Bridge Corridor — from the extensive retrofit work now under way on the bridge's freeway approach in San Francisco — to the upcoming construction of the, state-of-the-art signature **Self-Anchored Suspension (SAS)** span near Oakland.

West Span & West Approach

Following the Loma Prieta earthquake, which caused a section of the East Span to collapse, an extensive study was conducted of the Bay Bridge and the state's other major bridges. It was determined that some sections of the Bay Bridge could be made safer by retrofitting existing structures. Other areas of the bridge would need to be completely replaced with new structures.

Retrofit work on the West Span was completed in 2004. Seismic-safety work is now underway to replace the roadway and ramps on the **West Approach** — a one-mile stretch of Interstate 80 in San Francisco leading to the bridge. This work, which involves a series of elaborately staged construction and demolition projects, is being performed within arm's reach of apartment buildings and offices. The projects require extensive public and community outreach. Please visit baybridgeinfo.org for timely updates.

Bridge Facts

Did you know that approximately 280,000 vehicles use the Bay Bridge each day to travel between the cities of San Francisco and Oakland?

The “New” Bay Bridge

It was determined that the East Span of the bridge, from **Yerba Buena Island (YBI)** to the **Oakland Touchdown**, would require the building of an entirely new span. When completed, the “new” East Span will consist of an elegant single-tower SAS span, a 1 mile elevated **Skyway** roadway, and a new touchdown area near the toll plaza in Oakland. The transition structure from the SAS to the tunnel at YBI will also be new. The 1,860-foot SAS span will be the longest structure of its kind in the entire world, and will be the signature span of the new Bay Bridge.

What is an SAS?!

Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them, which hold up the roadbed and are anchored to separate structures in the ground. In contrast, there is only one cable on the new Self-Anchored Suspension (SAS) span. It will be anchored to the deck itself.

What Will the “New” Bridge Look Like?

The eastbound and westbound lanes of the existing East Span, which are currently structured as upper and lower decks, will be parallel on the new bridge. The East Span will feature a new, 15.5-foot-wide bikeway and pedestrian path, along with several viewing platforms.

The East Span's new, streamlined design will provide motorists, cyclists, and pedestrians with more expansive views of the Bay Area.

The elegant single tower of the SAS will rise 525 feet above mean sea level — approximately the same height as the tallest tower on the West Span. The “new” Bay Bridge will be more seismically safe, and will be a beautiful landmark for the Bay Area.

